

# Addendum #1

**To:** ALL INTERESTED SUPPLIERS  
**From:** Marilyn Langehaug, Financial Management Division, Procurement Office  
North Dakota Department of Transportation  
**Date:** September 11, 2006  
**Re:** RFP 918-96-06-017, Regional Intermodal Freight Project

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Please note the following clarifications to the RFP.

## Questions/Answers

1. **Should we assume that exports are West Coast only, or potentially both West Coast and East Coast?**

**Answer**

Initially the co-service rail freight project serving Minot and Fargo-Dilworth will primarily be for west bound agricultural movements. However, the service has the potential to grow and include east bound agricultural and manufactured movements.

2. **Is it possible for Canadian Pacific Railroad to serve the Minot facility?**

**Answer**

The facility that will be built in Minot will be adjacent to the BNSF Railway and will not have direct access to the CP Railway.

3. **The contract negotiations with/between BNSF, the ship lines, and NDDOT may take an extended period of time. Must the completion of these contracts be covered in this agreement?**

**Answer**

The contract negotiations with/between BNSF and the steamship lines must begin during the contract period. In the event the negotiations are not finalized the contractor shall develop and submit a plan (including projected milestones) for completing the activity.

4. **You are asking for a billing rate/hour in the proposal. Can we include different rates for different staff experience (e.g., Partner, Junior Associate) or must we provide one blended rate? Also, you ask for an annual cap on billings, but not a cap on Phase I billings. Do you want us to provide a cap on Phase I billings?**

**Answer**

You may show the rates (plus allowable overhead) for different individuals who will be working on the project. This information should be totaled and divided by the total number of projected hours worked by all individuals to determine the hourly rate. The fourth bullet in Section 2.04 clearly requests, "An estimate of fees (expressed as an hourly rate not to exceed an annual amount) to be charged for Phase 1 of this project." This answers, as it implies, requires an estimated cap for Phase I activities.

5. **The contract is for one year (effective dates of 10/1/06 – 9/30/07). What is the bidder agreeing to for this 12 month period? It is our understanding that this proposal is for Phase I only (targeted at 90 days). Is that correct?**

**Answer**

You are correct. This proposal is targeted for a 90 day period. However, as stated in Section 2.01, "If the RICCB determines the plan created in Phase 1 is feasible and acceptable to the shippers, agreed upon by BNSF and committed to by the steamship lines, the scope of work for the coordinator will move on to Phase II and Phase III."

6. Do we have to name the specific individuals who will work on the project, or can we include a list of people that the project would be staffed from? It can be difficult for us to hold an individual in anticipation of a project when there is other client work. However, we have multiple individuals with deep intermodal experience.

**Answer**

You may list individuals who may be involved with the work. However, experience, education, knowledge of intermodal business and ability to negotiate rates for all individuals listed **shall** be included.